IN THE SPECIFICATION

Please replace the following corresponding numbered paragraphs of the specification. Applicants include herewith a marked up version of the replacement paragraphs, marked with underlines to indicate any insertions and strikethroughs to indicate any deletions.

[0005] In contactors, the armature and the operating element, together with the armature, are generally deflected against a spring force when the pull-in current is applied to the drive coil. The spring force thus acts in the direction of the armature rest position and of the element rest position. This spring force must be overcome by the pull-in ~~torque~~ force which the drive coil exerts on the armature as a result of the pull-in current. The pull-in ~~torque~~ force is dependent on the pull-in current, which is in turn dependent on the supply voltage that is supplied to the drive coil.

[0006] Both the pull-in ~~torque~~ force and the spring force in the opposite direction vary along the distance through which the armature and the operating element are deflected. If the contactor is not well designed, it is thus possible for a situation to occur in which, if the supply voltage is too low, although the armature and the operating element are deflected from their rest positions, the armature and the operating element are not deflected to their operating positions, however. In a case such as this, the armature and operating element either remain stuck in an intermediate position, or a contact which is operated by the operating element is only operated without a pressure. Depending on the duration of this state, this can lead to high wear, and generally also to damage, while in the extreme case, it can even lead to destruction of the contactor.

[0025] Figure 3 now shows, initially schematically, the force profile which the drive coil 2 has to overcome on the basis of the pull-in current ~~I~~ IA. Only the initial movement force FV, which increases slightly along the initial movement distance sV, must be overcome while passing through the initial movement distance sV. During the driving movement distance sM, on the other hand, the driving force FM must be overcome, and this likewise increases along the driving movement distance sM. In fact, the sum of the driving force FM and the contact-making force FD must be overcome during the contact-making movement distance sD.